OCEAN DISASTERS.

Shipwrecks on the Coast During the Fog.

TOTAL LOSS OF THE VICKSBURG.

The Cunard Steamer Parthia Ashore in the

FOUNDERING OF A SCHOONER

Further Particulars About the Steamship The Queen.

FLOTSAM AND JETSAM

The foggy weather which has prevailed along the coast since the commencement of the present week has resulted not only in offering great imlays in the arrival of the transatiantic steamers and other inward bound craft, but it has unfortunately been the cause of considerable loss, in the snape of stranded and wrecked vessels. First on the list of disasters of any importance was the grounding of the steamship The Queen, of the Nathe Jersey coast. Fortunately, however, both these the only loss austained being from loss of time and the throwing overboard of a few tons of the cargo of the first named vessel. Yesterday, however, the record was more un burg, belonging to the Port Royal and Fernandina line, the sinking of a schooner on Squan Beach. and the grounding of the Cunard steamer Parthia in the haroor, off Eilis Island, have to be chronicied. As time clapses the probabilities are that this showing will be largely increased. It therefore becomes apparent that the present appliances and instruments by which

of their proximity to the shore and dangerous reefs, as well as those by which the position of ships can be determined in loggy and thick weather, need to be greatly improved, if it is not desired to see the record of losses increase in the future in a far greater ratio than at present. There also appears to be a necessity of the passage of a law by which the captains or navigators of ocean-going crafts should be compelled to anchor when they and they have reached in shore to within a cer tain distance of the land, which can be determined at present the desire to make quick passages at steamers, is made to override all considerations and speed is kept on the snip in the hope that by some lucky circumstance port may be made. The salety of the ship, the lives of the passengers and the property on board, in the snape of cargo, &c., is thus ignored, in order in the snape of cargo, &c., is thus ignored, in order that a reputation for quick voyages may be maintained by the commanders. Masters of sailing vessels, too, should be compelled to pass a more right examination as to their fitness to take charge of and navigate a ship, and certificates should only be granted to those who can show not only a theoretical but a practical knowledge of their profession and, above all, a capability of acting with judgment and coolness in cases of emergency, which alone can be acquaed by experience and familiarity with the sea.

THE LOSS OF THE VICKSBURG. Early yesterday morning a telegram was re-ceived to the effect that the Vicksburg, belonging to the Port Royal and Pernandina line of steamships, had gone ashore on Fire Island and was a total wreck. Beyond this brief despatch no infor-mation could be obtained for some time. It was, however, subsequently learned that all the passengers and crew had been saved, with the exception man Gelocke, was visited by a HERALD reporter, in order that particulars and details might be obtained. This gentleman, however, stated that he had received out one telegram, which had been sent by the telegraph operator at Sayville, L. I., which simply announced the fact of the vessel having gone ashore on Taursday night opposite that place, and that every one had been saved except the cook, he had taken no steps whatever to ascertain any to the Captain advising him what to do with the passengers. He thought that they would be taken care of by the purser and Captain, and that there was no necessity for him to bother himself about Island, where they might have to remain several days, on account of being unable to cross to mainland by reason of the ice. Re supposed the ship had some twelve persons on board pesides the crew, which consisted of twenty-lour men, all told, besides the Captain. They would, he thought. find some accommedation on the island, and he did not see the use of sending any one to the spot to look after them. In fact.

THIS MODEL AGENT seemed utterly careless of the whole affair, and according to his own showing did not even trouble himself to send a simple telegram, but preferred, Micawber like, to wait for something to ura up. He even lett his office snortly after iour o'clock for his comfortable uptown residence, apwell being it was his duty to look after were alone

well being it was his duty to look after were alone and uncared for on the barren and inhospitable beach of Fire Island. Mr. Gelpeke is evidently a believer in the old motro, che san's sur'd.

Finding that no information could be obtained from the olifice where it was but natural to suppose that all particulars could be secured, the meaning that no information could be obtained from the olifice where it was but natural to suppose that all particulars could be secured, the meaning that he has a sur a surface of the views of the owner of the vesser, hir charles knoblauch, at No. 37 Broad sired. Here, however, the same apathy in regard to the condition of the passengers and crew of the vicksourg, as well as in regard to the loss of the ship likeli, was found to exist. Every inquiry only orough forth answers that forcibly brought to mind the experience of Daniel Doyce in his visit to

"He CIRCUMLOCUTION OFFICE, described in "daittle Dorritt." No information whatever could be gained.

The story of the wicek, however, is as follows:—It as pears that the Vicksburg leit Port Royal on the 22n inst., on her return voyage to New York, and made a fair average passage until Tuesday last, when she became enveloped in a dense log. The engines were slowed down to half speed, and every precaution taken by placing extra lookouts on dairy and making irrequent soundings. All Tuesday ingat, all weednesday and throughout Taursday incash and as a precaution he kept, as he thought, standing off and on with a view of wait-

result occurred, nowever, and it became a mere matter of blind steering with the nope that no accident would occur.

ALL WENT WELL

natil about nine o'clock on Thursday night, when the wind rose and soon blew a gale. Tale caused tile log to lift a little, when Captain Woodhuli saw what he took to be Barnegat Light, but which was in reality the light on Fire Island. Both these lights are similar in appearance and dash the same. Thinking he had at last obtained a landmark he scered his sinp accordingly. The mistake he made in taking one light for the other was however a must listal one, for the very course which would be loblewed in the one case was certain destruction in the other. Where one would lead to a sale haven the other, where one would lead to a sale haven the other, where one would lead to a sale haven the other, where one would lead to a sale haven the other, where one would lead to a sale haven the other, where one would lead to a sale haven the other, where one would lead to a sale haven the other, where one would lead to a sale haven the other, where one would lead to a sale haven the other. At this since the wind was blowing suriou by not the sale running mountains high. The noise of the breakers was unheard until the ship was in their mids; and the oisaster complete. With every incoming wave the ship was littled and driven larther on the treacherous beach. From the first moment theam after mreek, they are covery moment made a clean breach over the rolling her from side to side like a cnip. She panded and the water poured in. Her oremast, bod, went by the board, and she settled down completely water, beared, and she settled down completely water. They are open and the water poured in. Her oremast, bod, went by the board, and she settled down completely water.

rising, soon covered the deck, rendering it impossible for those on board to remain on the deck.

a move was made by all hands to the rigging, where a lodgment was effected, so prelarious however in its nature that there was scarcely any telling at what moment any of the members of the little band might be swept away, for the sea broke over them and threatened instant destruction. The water, too, was excessively cold, so much so that otten it was thought by some of the party that they would have to relinquish their hold and quierly drop linto the waves and thus end their sufferings. One sea waten broke over the vessel as high as the mastheau swept the cook away and he was drowned before his loss was known to his companions. It was impossible to make any signals of distress, for the signal apparatus, which was stored in the deck house, was washed overboard soon after the first shock.

All night the crew and passengers remained in the rigwing, enduring the most learnil tortures, but fortunately the wind moderated toward morning and he femperature became warmer. The sea, too, also became less boisterous, and hopes were entertained that help would be sent them from the shore as soon as day broke and their position was observed. It was a happy circumstance that there were no women on board, for had there been any it is doubtful whether they could have survived.

At the first break of dawn the wrecked ship was observed by the men of the Life Saving Station (No. 21), on Fire island oeach, between Islip and Sayville, and a boat was at once manned and sent off to rescene the people who were seen clinging to the shrouds and ringaing. Two trips were made, and all hauds were safely landed and furnished with restoratives and dry clothing. As the morning advanced the sea subsided and another volvage was made to the wreck, when, the tide being out, some little baggage was got out. The vessel then began to go rapidly to pieces, and all hopes of saving anything, except wait might be washed upon the beach, was abandoned.

The ca

remainder, consisting of twelve men and the purser, came on to New York by the two o'clock train from Sayville yesterday afternoon. With this party were eight passengers, whose names could not be ascertained. The whole party were poorly clad and had no effects but winst they carried on their backs. One man had a bad cut on his tace, received in the capszing of the lecoost in which the voyage was made from Fire Island to Sayville. All were more or less bruised, and showed uninstakaole signs of the rough usage they had undergone. The remainder of the passengers are now salely housed at the notel at Sayville, and will not come to New York until to-day.

The Coast Wrecking Company have sent the steamer Reher and two lighters to the scene of the disaster in order to do all that is possible to save the remnants of the wreck and cargo.

DESCRIPTION OF THE VICKSBURG.

The steamer Vicksburg was a wooden screw steamer, of 782 tons burden. She was built in 1864 at Mystic, Conn., and has been on the Port Royal (S. C.) and Fernandina (Fla.) line since August last. She was 163 leet in length, 33 feet beam and had a depth of 9 leet. She was owned by Chas. Knoblanch, of the firm of Knoblauch, Lichtenstein & Co., bankers, of this city. Efforts are making by the agent of the company to charter a steamer to take the place of the Vicksourg, which was advertised to san to-morrow. If the steamer is not replaced the passengers and ireight intended for shipment by the steamer of to-morrow will be sent by other lines.

The Vicksourg was valued at \$75,000 and is said to be only partly insured in some five or six companies. The cargo was supposed to be worth \$250,000.

THE STEAMER THE QUEEN. HOW SHE WENT ASHORE AND HOW PLOATED OFF-HER SAFE ARRIVAL IN PORT.

SQUAN BEACH, Feb. 26, 1875. Expressions of deep regret seem universal this morning all along the beach and up in the village. The faces of the natives are clongated and one would not be surprised to see tears rolling down their unpretending faces. They move about on would imagine that every man, woman and child had lost a friend. Why all this despondency? Simply that the steamer The Queen, of the National line, left her position of forced detention on the bar very unceremoniously last night, and, instead of becoming the prey of the hungry, waiting sea-her stanch sides will again plough the deep.

To the inhabitants of this virlage of most primitive simplicity a vessel ashore on this treacherous coast is an event of the atmost significance. Notawakes up the finermen, who are dozing in comparation at this season of the year, so quickly. So, when The Queen, in the dense fog of yesterday morning, touched and stayed on the outer edge of the bar 600 yards away, there was excitement among these ocean fishers, and they They had a vivid realization of the peril that were not propitious. In a word, the "wreckers" of the coast thought the time had come for a big job, and on convenient occasions snowed their appreciation of the main chance.
They pictured that the pleasant work of cirtug goods, and rendering the thousand and one ways of assistance they so fully understand, would be a source of much pecuniary gain. No doubt this would have been the case had she stuck on the bar; but she didn't, and therefore the prevailing disappointment.

Soperly, the floating off of this monstrous craft from her perlious position seems almost a miracle. When Mr. Hurst, the New York manager of the line, and Captain Young, special agent of the underwriters, arrived here last night the prospects looked everything but encouraging. The wind hauled to the westward about eight o'clock and

BLEW A GALE.
This was the steamer's salvation. When the gale tore through her rigging, with a roar and whistle that was appalling, the salety of the ship was being assured. Broadside on to the beaca, with sea unchors out and sails all abacz, the gale struck her with a power not easily gale struck her with a power not easily understood, and, aided by the powering engines, she floated easily and gently from her oed of sand twelve feet in depth, and gided into deeper water in such a manner that captain Bragg was not aware of it for a few moments. With obsering-cries of triumph the vessel was again headed for New York, with but a slight remembrance of her visit let beaufd. This was in the floating boxes and casks thrown overboard during the three for four hours preceding her release, which occurred at han-past ten P. M. Fifty tons of cargo, much of it of a valuable nature, judging from that aiready recovered, is along the beach.

Judging from that already recovered, is along the beach.

Now the accident occurred.

You have already given a very correct version of the accident. Steaming slowly not two days in one of the accident. Steaming slowly not two days in one of the densest logs which the residents of Squan ever experienced, and while going "dead slow" the mighty monster touched bow on, and at once swang up and down the beach, heading southwest. Up to the time of becoming enveloped in the log the voyage had been one of the usual varied character at this season of the year, though on two or three days season of the year, though on two or three days the wrathing waves flung themselves against the fron sides of the crait with a force that awed all on board at the majerty of excited nature. Many of the "monwing ones" in Squan will have it that Captain bragg got lost and was "poking about" the beach during the entire period of thock weather, but those who know this true sailor mon't believe anything of the kind. Observations, it is true, were not possible, but soundings were practicable and easily accomplished. When the truth is known it is a mir wager that the lead was being heaved at the time of the vessel going on. It was

practicable and cusing accomplished. When the truth is known it is a mir wager that the lead was being heaved at the time of the vessel going on. It was

CAPTAIN BRAGG'S JUDGMENT,
or so it seems, at this time of perit to put the passengers ashore, together with their integage, and then, it worse came to worse, none but the eighty-four men betonging to the crait, pain servants of the company, would be exposed to intrier peril. The grand system of lie-saving stations on our coast enabled this to be done. No sooner had the queen struck the bar before some of the immates of the Ocean House, opposite to which the vessel lay, knew oilt, though the log was so dense it could have been "chopped into blocks," as the "wreckers" so expressively describe it. This was at hairpat line A. M., and in less than an hour after suri boats were alongside. Her position was two miles south of Squan linet, and one mile and a half further south is life-saving station No. 10. The arrangements, both by the crew of the latter and the independent surf crews, seemed perfect. The station crew in a short while had a line to the sing, and soon after one on ner immense hawsers extending to the beach, where it was sastened by a sand anonor. Upon this, later in the day, was hung a life car, as a necessary precautionary measure.

Six Surp Boars

Were soon on band; but to the seven sturdy men comprising Charles Flemming's crew is given the praise of first reaching the ship and extending that succors so greatly desired at the time. Three passengers were at once safely carried over the passengers were at once safely carried over the passengers were the following boars:—

Charles Maxom's crew, seven men.

Lie Savina Station No. 10 crew, seven men.

William Chadwick's crew, seven men.

Davio N. Curtis' crew, seven men.

William Chadwick's crew, seven men.

Davio N. Curtis' crew, s

sturdy, fine specimens of brawn and muscle. Trunks of from they have, and faces brown as a berry or a glass of old ale; legs commact and sinews, and shoulders capacie of holding a cask of brown stout. Such awang their oars in unison until the resche was complete. There *2s no bawling, no shouting, no contission, and the emergency of the case will show what the advantages of drift will accomplish. Not a soul-meither man, woman nor child—of the entire lot was frontened, nor were they wet in being landed through the surf.

to these men. I would be recreant to my duty did I not give unqualified praise to the attaches of Life Saviny Station No. 10. These men are an honor to a nobe service. Unfortunately I do not know their names, but I think that the keeper is Mr. John R. Clayton. The crew have a good boat, yet what would be the value of even such boats without daring courage and skilful man gement? When the character of this service is considered, f.c., the specially dangerous seas which in inshore gases of wind break wildly over the bar, running from Sandy flock all along the coast, and the distance on the beach, which attail times must be patrolled, it will be readily conceived that it would be difficult to speak in too high terms of the noble courage and analmood of the brave sellows by whom me work of reaching distressed vessels and rescuing passengers is performed. The government should provide medais for the braver members of the life-saving band, and nothing should be left undone to make them all rect they are appreciated. When The Queen

Seccepted in Floating,

the big hawser reaching to the surf crews, these of Charles Maxom and William Chauwick, were on board or cut admit. Two of the surf crews, these of Charles Maxom and William Chauwick, were on board the steamer with their boats, and consequently were carried to New York, a little trip quite inexpected under the circumstances.

This country is not very impressive. They say'that the summers hereabout are charming and comfort can be had for the asking; a

Opened on Neptunus with its fair bright cleams, Turning into yellow gold his sait green streams,

Turning into yellow gold his sait green streams, I was walking about the beach, and never did morning break fairer on earth. It was a strange contrast to the weather of yesterday and the adventures that beiell the manager of the National line, a friend well known to the yachting community, the special underwriters agent and two

THE STRANDED SHIP

munity, the special underwriters' agent and two others.

THE STRANDED SHIP
was the objective point. It was night when Squan village was left for the beach, six miles away. Maxom's old-fashioped, but, nevertheless, comfortable stage, was the vehicle of transportation. The road was terribly muddy. The darkness intense. Those on the Iront seats of the stage could not tell the color of the norses. The driver could be depended upon and he vowed the road could be seen, but that was accepted with much mental reservation. The road is tortuous and the grim branches of the hardy pines stretched into the stage at frequent intervals; bridges were to be crossed, ditches to be avoised, out at last fath and the instinct of the norses carried the party a portion of the distance—loar miles and a haif—to Captain Charley maxom's house. Here the good lady soon invited the weary travellers to a savory supper. Fresh horses were obtained and the objective point pursued. A quaint driver, who thought he "nadan't drinked whiskey 'nough to give him the niccups," held the ribbons. The wind snifted to the westward, yet the heavens opened and rained with such vehemence upon Squan that there was lear it would be washed into the ses. The wind whistied, then nowled, still the party continued on its wearsome way. The beach must be reached! If it was dark belore, it was worse now. Ever and anon the squalis would nit one side of the stage, and only for the ballast within the contents would have been loat in the mud and mire beneath. "Wheels up or wheels down, I'll take you," said the driver; and he did at last, wet through and more than a little sick of the journey

THE STEAMER'S LIGHTS

Could be discerned, the westerly gale clearing away the loy; but it would have been at the risk

could be discerned, the westerly gale clearing away the log; but it would have been at the risk of lite to attempt boarding at such at the, and it was unwillingly abandoned. The gale grew more violent until it best with such intensity that the stranded sinp was aided in quitting her bondage. Leaving at nail-past ten P. M., but few of the disappointed "wrockers" knew of it until this morning, as, coming down to the beach in scores when the silence of God was yet upon lorest and ocean, they saw their oright dreams of wealth had vanished. Teams could be counted by the twos and threes hurrying to the scene, anxious and ready to do yeoman's service, but their owners soon turned back, sick and sore at heart. "Taint often we get such a big selier here, and she might have stayed a white." At hall-past three o'clock this morning I set station house No. 10, and at five o'clock, seven miles or more away, apprised the manager of The Queen's suck. I wenty-four passengers left this atternoon for New York, in charge of A. T. Leek, at other the counter of the National Company.

ARRIVAL OF THE QUEEN. Captain Bragg had no further trouble with The Queen after leaving Squan Beach. She passed in by Sandy Hook at a quarter past two A. M., three hours and three-quarters after floating off, arrived at Quarantine at half-past three A. M., but remained there until eight o'clock. Then sae proceeded to a point in the North River, opposite the company's piets, where she now lies at auchor. Captain Bragg avers that two minutes before striking they obtained eleven isthoms with the lead. Fifty tons of cargo were thrown overboard, a portion of it being dry goods. When the steamer floated she was embedded fully twelve leet in the sand. Captain Bragg thinks that without the aid of the westerly gale he could have succeeded in getting off the same. Perhaps this may be so, but there are no doubt that that wicked tempest saved the National line fully \$500,000, and it can be attributed to luck. floating off, arrived at Quarantine at balf-past

CARGO COMING ASHORE.

SQUAN BEACH, Feb. 26, 1875. Some valuable cases of dry goods came ashore to-day, supposed to have been thrown of of The Queen after she floated off on Thursday night. Nearly all of these cases came ashore two miles north of where the vessel stranded. They were promptly turned over to the Custom House officers, who will forward them to New York, About ten tons of goods, which were taken off of The Queen on Thursday, will be forwarded by rail.

A CUNARDER ASHORE.

The steamer Parthia, of the Cunard line, which should have sailed Wednesday alternoon, was delayed by the fog until Thursday evening. She then started down the bay in charge of a Sandy Hook pilot, but in consequence of the thickness of the phot, but in consequence of the thickness of the iog the steamer ran aground on the flats of Enist Island. No damage was done to the vessel, as the flats are of soit mud. Several tugs were employed yesterday in the endeavor to tow the steamer into deep water, but without success. The opinion of the pilots is that it will be necessary to lighten the Par. his of part of her cargo before she will again float.

WRECK OF A SCHOONER.

Shortly after ten o'clock yesterday morning a three-masted schooner, whose name could not be ascertained, when off Squan Beach, near the spot where the steamer Queen went ashore on the night previous, was caught in a sudden squall and thrown on her beam ends and for some moments it was tought that she would not right again. She, however, came up and was rounded to, with her head to the sea, in which position she labored heavily. A lew minutes only elapsed when she suddenly foundered. Two pilet boats and a steamer, seeing the accident, bore down to the accee, out could not reach her before ane sunk. The crew succeeded in getting into their small boats and thus saved themselves. They were finally rescued by one of the pilot boats. The vessel hes about half a mile distant from the beach. Her masts stand above the water some fitteen leet. None of her fittings or cargo were drilted ashore. it was t ought that she would not right again.

ANOTHER BROOKLYN SENSATION. A WEALTHY MANUFACTURER ARRESTED FOR

BLACEMAIL.

Detectives Butts and Williams, of the Brooklyn Central Office squad, last evening arrested William Eastman, a wealthy resident of Carlton avenue, on a charge of attempting to extort money from the wife of Mr. Charles Denin, a draggist at No. 383 Court street, corner of Second place. From the facts in possession of the police it would to blackmail a respectable lady, but, if the charge feeling of disgust among respectable people. Nearly two weeks ago Mrs. Denin received an insulting letter, in which the writer threatened to make certain exposures it she did not send him \$100 to pay the expenses of a trip to Chiffornia, the language in the letter being obscene. The police were notified and an earnest attempt to arrest the author of the communication was made. A letter was sent in reply to the one received by Mrs. Deain, and resterday a newsooy called for it. Detective Williams saw him hand the letter to a respectably appearing man, area about lorty years. The detective immediately took the man into custody. Mrs. Denin was notified but laned to recognize the prisoner at Police Hendquarters. The accused gave his name as Whilliam Eastman, his residence as No. 428 Cariton avenue, and stated that he was a gold period case manufacturer. He emphantically denied all knowledge of the letter, and stated that a lady gave aim five cents to here a newspoy to bring it to him, requesting him to deliver it to her. The accused is very respectably connected, and the police state that his father-in-law is worth \$6,000,000, but reliate to disclose his name. The prisoner will be arraigned before Justice Walsh to-day. two weeks ago Mrs. Denin received an insuiting

CATCHING COUNTERFEITERS.

Arrest of the Scamps Infesting New England and New York.

DISTRIBUTION OF THE "QUEER."

Plates, Presses, Paper and Tools Captured.

Precautionary Surroundings of the Criminal Workshop.

Concerning the gang of counterfeiters lately arrested in Massachusetts, it appears that the first intimation that money was being made in the vicinity of Attleboro or Wrentham came from the Treasury Department at Washington, who were sware that a large quantity of counterfelt currency was in circulation in New England and New York and in the West. The North Attleboro National Bank seem to

have given the information that led to the move. ment for discovery in that vicinity. The officer engaged in working up the case quietly visited the towns of Wrentnam and Attleboro, where he found a large quantity of counterfeit scrip in cir culation of the denomination of fifty-cent bills with the Dexter head upon the face. Some of this money was also found in Providence and more in Springfield. The store of W. R. Powers, in Attleboro, was ascertained to be a favorite place for disposing of the "queer," it being given in exchange for goods. Mr. Powers was directed by the officers to take all the scrip that was offered him, to mark it for identification and note the parties offering it. It was subsedolph Myers, two of the parties now under arrest, were in the habit of going back and forward between New York and Attleboro, and were also in frequent correspondence with parties in both places. William Young, an employe of P. S. Bacon & Co., jewellers in Attleboro, was the person who spent most of the money in Powers' store, but it was only a few days ago that the latter had taken sufficient to be used as evidence.

SHADOWING THE "KONIACKERS." William Young went to New York while he was under surveillance, taking with him a quantity of evergreen, which was probably only "stall" to shadowed by officers, who were in daily correspondence with the officers in Bos-Joseph White, who is an old "Konior maker of counterfest money was ascertained to be Young's brother-in-law, and It was learned that the two were in close commu-George Young, a brother of William, living in Shepardsville, was also watched, and se was the young man Myers, who was a friend of the Youngs, and who went to New York several times, but returned and resumed his work in the

Upon sufficient evidence being obtained the omcers went to William Young's house in Wrentham, two miles from Piainville, where they arrived in the night. Young was arrested and the house searched, and a more poverty-stricken place was rarely seen. His wile was sick, with a child a week old. There were two goats, four cats and several other animais in the room, but hardly any clothing and no food. So deplorable a condition was the place in that Officer Kent provided the wire with a sum of money before leaving. Young wanted to see Harley Bacon, that he might be called, but that gentleman refused to bail him if he had been engaged in the crime charked. The officers took Young to a lotel, where they remained all night in a room. Young at first was very reticent, but sarily in the morning he gave way completely, saying to the officers. You seem to know something about me, and I may as well stell you what you don't know. I think I can take you to a place where the plates and tools are from which the money was made." The three proceeded to the nouse of George Young, in Shepardsville; but meeting him on the way, some distance from his house, they took him into a carriage and returned with him to the house.

The FLATES FOUND.

Upon searching his house a set of four currency plates were found. One of these plates was for printing the front, another for the back, a third for the seal and a fourth for the hair lines. There were also found a set of steel plates for the making of ten-dollar national bank bills, one of which was nearly in-shed and a press for printing, the bills was also captured, u.on which there was a quantity of resh green ink. The shears used to cut the paper and a linen apron stiffened with link were in the room, and in the centre was a heater for drying the paper after printing. This heater was also dapted as a means of precultion, for which a strong fire it would be an easy matter to destroy all the money in a moment il he was surprised by the approach of anyone; but in this respect he was well guas ided, as the Bouse as tog as hill, looking anyone; but in this respect he was well guas ided, as the Bouse as tog as hill, looking anyone; but in this respect he was well guas ided, rarely seen. His wife was sick, with a child a

would be an easy matter to destroy all the money in a moment il he was surprised by the approach of anyone; but in this respect he was well gualded, as the house sat on a hill, looking quite a distance in three ways, and the operating room was in the apper part, inaccessible save by a harrow staircase out of a kitchen. It was also arranged that he could escape by a window it surprised.

The offer offenders of a window it surprised.

The offer offenders captured.

The arrest of Rachen and of Myers was subsequently made. While arresting Rachen on Wednesday, the offer received information from New York that White would be in Attleboro that hight, he having leit New York has morning, and he being the most wanted, all the detectives in the case set about looking for him. White was too old a bird to travel on extress trains, his racket being to take slow trains, stop at stations and then proceed on the next train. He arrived in Attleboro and was waiking from the station to where he worked, when he met two men in a wazon. He asked them for a rice, which was given him, when the men, not knowing who he was, narrated the whole story about the arrest of Young and Rachen, and the ract that officers were after White.

White's attempt to escape.

was, narrated the whole story about the arrest of Young and Rachen, and the lact that officers were after White.

White's attempt to Escape.

This was enough for White, and after riding awhile be concluded to get out, which he did, taking his valies with him. As he knew now for the first time that he was wanted, he destroyed or put away the entire contents of his valies, it being periectly empty when he was arrested. He of course attempted to get away, but it was night and I would be latal for him to hire a team. So he walked through the mud and slush to East Attieboro, where he took the first train in the morning, which passed there at (wenty-seven minutes past six o'clock. The detectives knew that he was about somewhere, and all the roads and branches were watched. The officer was on the very train that White took passage on, and as he passed into the smoking car ne was seized by the officer and arrested. The officer had received a des, atch stating that Lizzie White, wife of Joseph, was arrested in New York, and that other arrests were made, the names being withheld for the present. It is also probable that some arrests have been made in North Carolina by this time.

The oreaking up of this gang is one of the most important pieces of detective work that has been done in this part of the country for a great while.

important pieces of detective work that has been done in this part of the country for a great while. William Young, Rachen, White and Meyers will be arraigned in the United States Court to-morrow.

DELIBERATE MURDER

A MAN KILLED WITH A KNIFE AND HIS SON STABBED-ARREST OF THE MURDERER.

Coroner Croker was yesterday morning requested to hold an inquest upon George Huffer, aged forty-two years, a carpenter, istely residing at No. 608 West Thirty-eighth atreet, who was killed by Joseph Jordan, a butcher, during an altercation at the above address. It appears from what can be ascertained of the terrible tragedy that Huffer and Jordan met late on Thursday night in Owen Granam's apartments, also of No. 608 West Thirty-eighth street, where they drank considerable liquor and became very quarrelsome. Shortly afterward they began alspating about \$2, which Haufer claimed Jordan owen him for services rendered. An abur after this quarrel Jordan wassen in Graham's room whetting a knife; and, being asses by Graham's what he intended to do, he replied that he was going to kill some one, Graham inquired who the violin was, and he was told by Jordan went to Buffer's room and knocked at the door and, on Huffer presenting himself, Jordan made a trust at him with a butther's knife, the point of which entered the left temple. Huffer left to the floor unconscount, and on his son Frank going to his assistance Jordan sebbed him in the breast, inficting a severe wound. The police were notified of the occurrence and Roundsman Carmick of the Twentieth precluct, assisted by some of the neighbors, removed the wounded man to the Thirty-seventh struct police station, where he shortly after expired. Jordan surrendered himself, and was locked up to await the sealt of the Coroner's investigation. Frank Huffer, after having his wound dressed, was taken home. A postmortem made last evening by Dr. MacWainnle showed that death was caused by laceration of the brain. The deceased, who is said to have been a very quiet and ucacenble man, leaves a family of size chauters. The laquest whit be held next west. AMUSEMENTS.

Mr. J. L. Toole last night changed completely his

bill. He appeared as Billy Lackaday in "Sweet-hearts and Wives," and afterward in the laughable tarce, "Ici on Parle Français," in which he sustained his original rôle of Spriggins. As the avaricious old Englishman Mr. Toole was irresistibly funny, and kept his audience in good humor during the performance. At its close he repeated his buriesque lectures and imitations of distinguished English actors, which are remarkable for their truthfulness and the comic interest with which Mr. Toole manages to invest them. At the close of these imitations Mr. Toole appeared before the curtain, in answer to a vigorous demand from the audience, and made a short but pungent speech. Having thanked the American public and press for the uniform kindness with which he had been treated at the same time he took occasion to remind some critics who had charged him with being too English in his style of entertainment that he did not sail under false colors. He had come before them as an English comedian, and not in any other character. He reminded them that when Jefferson plaved in London as Kip Van Winkie he had never been twitted with being too American, because every one fest it would be absurd to play Rip Van Winkie as a Yorkshireman. He thought, therefore, that it would be absurd for him to play English characters in derman or Dutch, fine sally at the expense of some of Mr. Toole's critics was very much enjoyed by the audience, who received with satisfaction the announcement that Mr. Toole would re-appear for a short time in New York before his return to his native land.

DE GARMO HALL-AN EVENING OF MUSIC AND POETRY.

The entertainment given by Miss E. V. Proud-

foot and Mr. J. R. Thomas at the little hall on Fifth avenue last evening was very enjoyable and de-Miss Proudfoot is an experienced reader, and in the scene between Marie Stuart and Elizabeth in Schiller's play, she proved herself an actress capacie of giving expression to the strongest feel-ings of the human heart. Such a lady would be a valuable acquisition to any dramatic company. The favorite baritone, Mr. Thomas, sang "The Standard Bearer" and other songs with the finish and cultivation to be looked for in such an ac-complished artist. The programme was well di-versified and brought out both artists in the best light.

MUSICAL AND DRAMATIC NOTES. Edwin Booth and Minnie Conway are playing together at Baltimore.

Mr. Barry Palmer, of Booth's, will leave for Europe to-day to bring Billow, the celebrated

pianist, to this country.

The young Italian school, of which such sanguine hopes were entertained in Italy, has subsided, and they are going back again to Cimarosa.

It is well that Mme. Arabella Goddard visited the Eastern portion of our country before she made the acquaintance of the Pacific slope, to judge from the peculiar style of musical criticism in vogue there.

The celebrated legend of "Rip Van Winkle." which has been rendered so popular by Mr. Jefferson, is now, for the first time, to be brought out at the Theatre de Famile, Paris, under the title of "Le Monde des Esprits." M. Alexandre Lemoine is to play the rôle of Rip Van Winkle, and Mme. Elise Picard, the excellent comedienne of the Odeon, will personate that of Gretchen.

OBITUARY.

Major George H. Kyle, a well known Baltimore merchant, died in that city on Wednesday. He was a son of Adam B. Kyle, one of the founders of the firm of Dinsmore & Kyle, and was nimself a member of the house for many years. During the reform movement in the local politics of Baltimore in 1859, Major Kyle, then about thirty years of age, took an active part with the democratic masses in rescoing the city from the handful of lawiess men whose acts of tyranny and crime created a reign of terror. A murderous assault was made upon him at the pools at that time, during which he received seven bullets in his coat and his brother was killed. At the breaking out of the late war he was a member of the old Maryland Guard, and went to Virginia, and on account of his well known integrity and business qualifications was selected by General George H. Stuart as the Commissary of the Maryland line upon its organization. He was in many hardfought battles and received eleven womas, He served with the Maryland line until after the battle of Cold Harpor, June 3, 1864, when he was assigned to the staff of General Breckininge, alterward of General J. B. Gordon, and was desperately wonnded in three places at the battle of Cedar Creek. years of age, took an active part with the demo-

CYPRIAN WILLCOX.

Cyprian Willcox, one of the oldest citizens of New Haven, died at Itnaca, in this State, on Wednesday. He was born September 22, 1795, and consequently was in his eightieth year. He went to New Haven early in lite and established himselt in the iron basness, being one of the first, it not the first, from founders in the State. He was for several years first selectmen of the fown, making a careful, prudent officer, and was at one period Judge of Probate.

JOSEPH E. BICHARDSON.

Joseph E. Richardson died of consumption on last Saturday at Aiken, S. C., and his remains have since arrived at his family's residence, No. 90 Clason avenue, in Brooklyn, from whence they will be butied to-morrow afternoon. Mr. Richardwill be builed to-morrow afternoon. Mr. Richardson, who was a native of New York, was about thirty-four years of age, and was connected with the Business Department of the Hemald office since 1858, a period of seventeen years, deducting an interval of nearly three years which with sixty other employées of this establishment he gave to the service of the country. From september, 1862, until July, 1863, he served with the 155th regiment New York State Volunteers. During his connection with the Herald, which continued up to the time of his death, he formed a large acquaintance with the patrons of the advertising department, and his gentlemantly deportment and business tact won for him the kindly leeling of all who came in communication with him.

LIEUTENANT DOMINICK LYNCH, JR. First Lieutenant Dominick Lynch, Jr., of the 21st inst., in the twenty-eighth year of his age. He was born in Virginia, but entered the army from this State, as second neutenant, in Sep em-ber, 1867, and was promoted to be first heutenant in 1871.

THE INTERNATIONAL RIFLE MATCH.

At a meeting of the committee on the proposed international rife match, held at No. 194 Broadway, yesterday, a letter was read addressed by Captain Edmond St. John Mildmay, Secretary of the National Rifle Association, to Colonel G. W. Wingate, announcing the pleasure of the National Association in view of the contemplated visit to them at Wimbledon of a number of American riflemen. The Committee on the Amareur Performance at the Academy of Music, tendered in aid of the international maich, reported having soid \$600 worth of tickets and boxes since last meet-

At a meeting of the Executive Committee of the At a meeting of the Executive Committee of the Amareur Rifle Club, neid on the adjurnment of the Joint Committee, it was decised to notify J. J. Mason, of Outario, Canada, whose challenge nos been published, that the club would accept a challenge to shoot a match on the terms be proposed at Creedmoor, at any time prior to May 15, and would provide a team for that purpose; but that they could not ampulate that the international Team would participate as a team (they not having been selected as vet), although many of them undoubtedly would do so.

THE TAPPAN BANQUET.

A banquet in honor of Mr. Tappan, the recently appointed City Chamberlain, took place at Delonico's last evening. Among the large number of guests present were Mayor Wickbam and the of quests present were Mayor Wickham and the following sureties on Mr. Tappan's bond to the city:—William L. Andrews, Siegmund T. Meger, Effingnam H. Nichols, Solomon Mearbach, Windam R. Garrison, William Laior, Edward Kearney, Jordan L. Mott, John W. Masury, John Hoey, James S. Ihayer, William B. Dinsmore, Griffith Rewe and Louis J. Phillips. The aftair was of a most enjoyable character, and did not terininate till a late nour. The health of the new official was drank with great entuelisain, and Mr. Tappan replied to the foast with great feeling.

POLICE BRIEFS.

Thomas Murphy, of No. 141 Washington street, Brooklyn, a new driver on a Bleecker street car, fell from his stand yesterday and had a rib broken. Be was sent to Believue Hospital. Robert Brumager, of Jersey City, had his right

arm mangled by being caught in the windless while lastening a boat to the bridge at Pavonia lerry. He was taken home.

Stephen H. Tyng, son of Stephen H. Tyng, Jr., of No. 222 hadison avenue, while handling a loaded revolver last night at his residence accidentally shot himsen in the right cheek.

THE STATE CAPITAL

More Schemes for Rapid Transit in New York City.

CITY MARSHALS AND THE MARINE COURT.

Failure of the Bill for Limiting the Charges of Judges.

ALBANY, Feb. 26, 1875.

The Legislature has to-day taken its usual recess until Monday evening, and we are allowed a rest from the exercise of the lynx-eyed vigilance consequent upon a careful watching of the movements of our law-makers. Next week will probably bring back Mr. Woodin, the leader of the republi can party in the Senate, and until then all must remain quiet as far as political legislation is con-A RAPID TRANSIT DAY.

The main feature of to-day's legislative proceed ings in both houses was the introduction of two bills, aiming to secure to the people of New York city the much coveted boon of rapid transit. It would be disastrous if an introduction of so many that would give to the people of New York city a system of rapid transit. Can it be possible there exists a preconcerted action by opponents of rapid transit in thus pushing upon the attention of our legislators a mass of bills so cumbersome and lengthy that they may be crowded into the last hours of the session and thus lost? Are the street railroad companies of New York city thus adroitly working behind the scenes to defeat so general an expression of the popular will? Time alone can determine an answer, and the present Legislature had better at once make up its mind to what are its duties in this connec

Senator Robertson introduced another rapid transit bill in the Senate to-day, the main points

of which are as follows:Any number of persons, not less than thirty,

are authorized to associate themselves together for the purpose of constructing an elevated railroad in a city where they reside. They are directed, among other things, to execute articles of association, in which shall be stated the number of years they are to continue, the length of proposed railroad and the location of the intended termini, as near as may be, and the amount of capital stock, which is not to be less than \$300,000 per mile for every mile of railroad proposed to be constructed. Persons becoming stockholders can constitute a corporation and pos-ess all the powers and privileges granted to and be surject to all the restrictions and provisions of law imposed upon railroad corporations organized under the general laws of this State. Such articles of association are not to be fied until at least \$20,000 of stock for every mile of elevated railroad proposed to be constructed are subscribed, and ten per cent paid thereon in cash to the directors named in the articles. Every company formed under the act, before constructing any part of its erevated railroad in any city, is directed to make a map and clevation of the route intended to be acopied, and file it in the office of the Common Council. Written notice is to be given no tag owners diproperty affected on the Common Council. Written notice is to be given no tag owners diproperty affected on a fusion of the route of the Common Council. Any per may, within affect and are said Justice may appoint three commissioners, one of whom must be a practical engineer, to examine the route. No part of the route of any such railroad in the city of New York can be located along Broadway or fifth avenue, or the Central Park, nor shall any purit, except the terminus and the approaches thereto, be located within two hundred feet of Broadway, fifth avenue or the Central Park. Whenever the route is located the Mayor and Common Council have the right to open and lay out a public highway for rapid transit along such route, and to locate and establish the lines thereof, and to make maps and certificats denning such route, and to locate and establish the lines thereof, and to make maps and certificats denning such route, and to locate and establish the lines thereof, and to make maps and certificats denning such route in appointment of three commissioners of estimate and assessment for such rand transit railway. These commissioners are empowered to make assessment for such rand transit railway. These commissioners are empowered to make assessment for such rand transit railway. The work, to report within six montas after their appointment, and designate therein the time for the actual opening of the railway. The Mayor and common council are

bill will no doubt receive a thorough examination beinfe passage.

RESTRICTING THE CHARGES OF JUDGES.

The Senate Committee who had in charge the bill sent here by some New York lawyers, restrict-ing charges of judges in criminal cases in sum-ming up evidence, to-day reported agreesly. The report was agreed to.

THE CUNARD STEAMSHIP ROBBERS. ONE OF THEM SENT TO STATE PRISON POD

FIVE YEARS. The first of the gang of thieves who have been committing depredations on the Cunard steamers by breazing into the staterooms and stealing pas-

sengers' effects, was brought up for sentence yesterday in the Court of Quarter Sessions, at Jersey City. His name is Wilham Rey-noids, and he is sixty years of age. He was arrested on the steamer and bur-glars' tools and skeleton keys were found in

giars' tools and skeleton keys were found in his possession. He also had a list of the different steamers arriving in New York. When asked what he had to say he replied that his family, wha reside in Brooklyn and who are wealthy, had deserted him, and he was compelled to resort to some method to get a living. Judge Hoffman administered a severe reduce and sentenced him to five years in the State Prison.

The two other this vesses arrested on the same charge were brought up in the First District Police Court, William Powers, alias Patriox McDonaid, was first called up. The Justice said that while the prisoner himself admitted he was a notorious think, yet it was to be regretted that evidence sufficient to warrant his detention on this charge was not forthcoming. He was thereupon discustively of three New York "plugs." His companion, William Paxton, was next called up, and the Justice remarked that his case was not exactly similar to that of Powers, and ne would be scoordingly remanued till further inquiry should be made

OUR LONELY GOVERNOR

[From the Rochester Democrat and Chronicle,] Sam Tilden leit and looted ten years lonely sar College. The saucy creatures made fun e